



Santa Monica Airport Monthly Operations Report

October 2022

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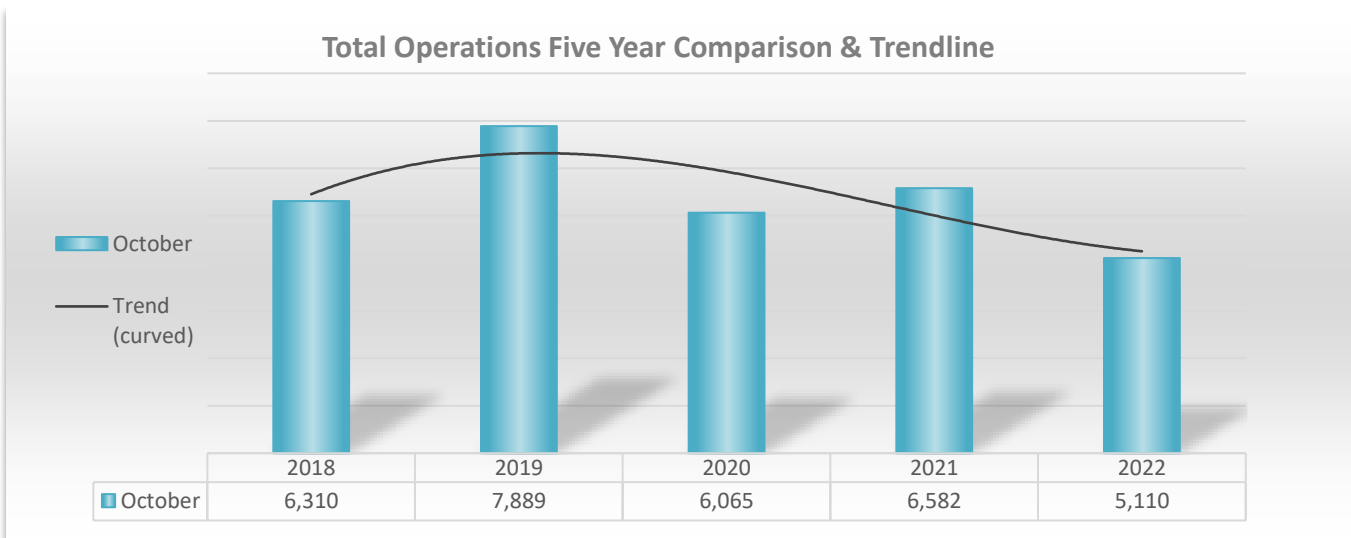
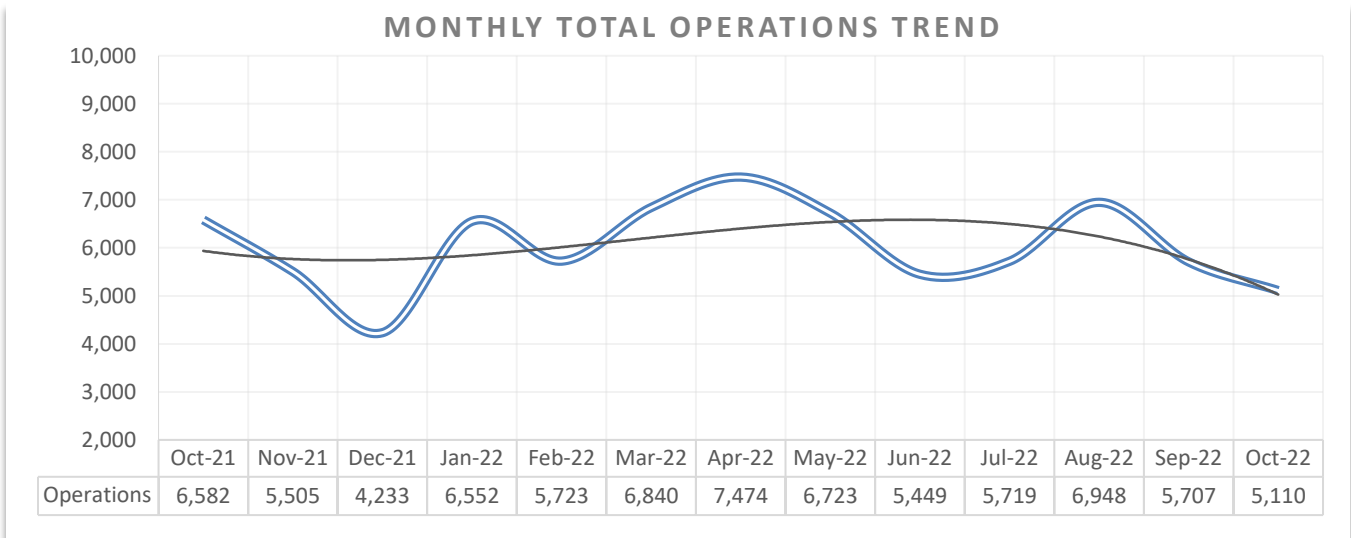
I. Introduction

This report has been prepared to inform the Airport Commission and the general public regarding the Santa Monica Airport’s Noise Management Program. The report provides details on aircraft operations (aircraft operation is defined as one takeoff or one landing), noise violations, deviations to the fly neighborly program, and curfew violations for the month of October 2022.

II. Aircraft Operations Data

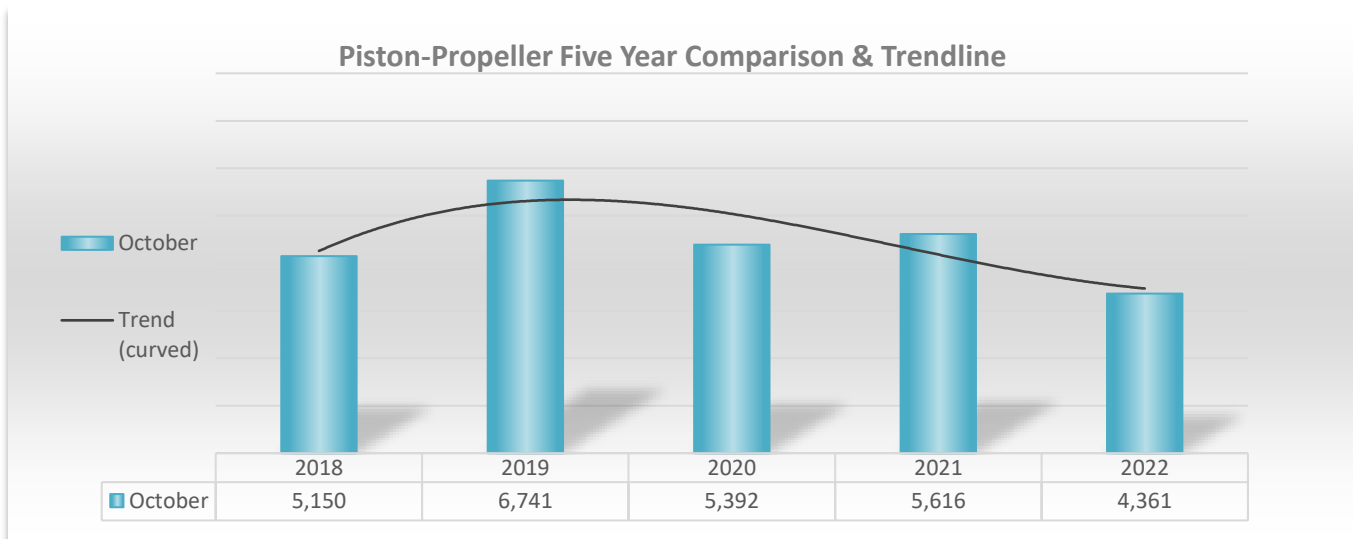
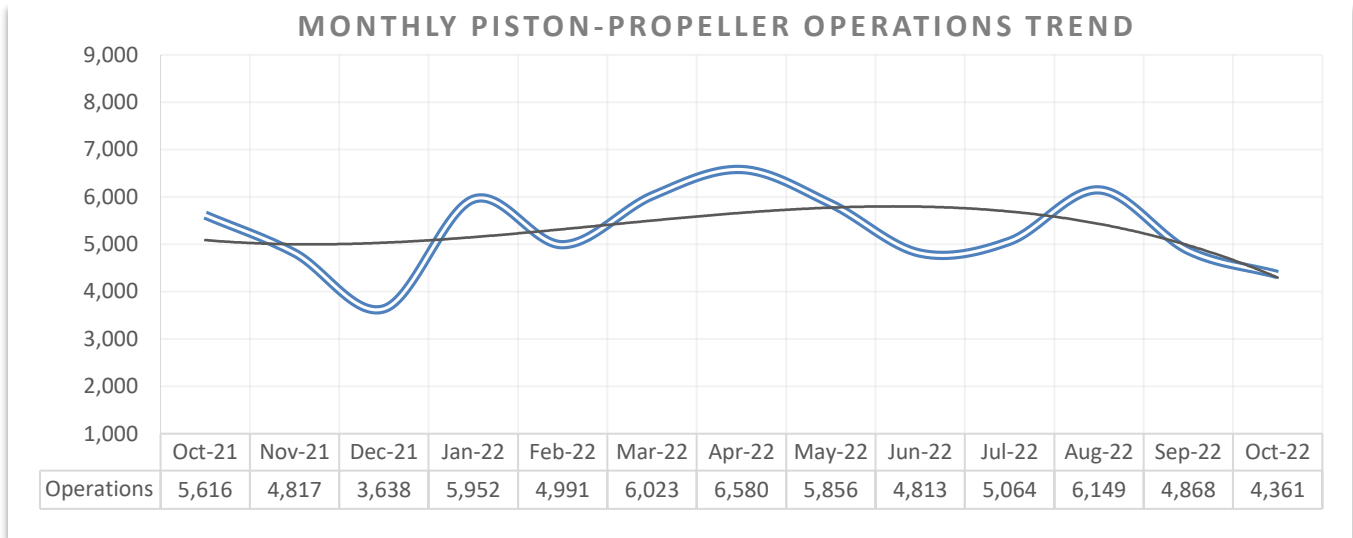
The total number of aircraft operations recorded during the month of October 2022 was 5,110, which represents a 22% decrease from the 6,582 operations recorded during October 2021. Approximately 19% of the operations were instrument flights (IFR transient), 33% were local flights (VFR local operations), and 48% were itinerant flights (VFR transient). The official total traffic count is recorded by the Federal Aviation Administration (FAA) control tower. The FAA’s traffic record is included under Attachment A.

Breakdowns of the total operations grouped by aircraft type and a graph for each type indicating each monthly aircraft operations trend during the preceding 12-month period are as follows.



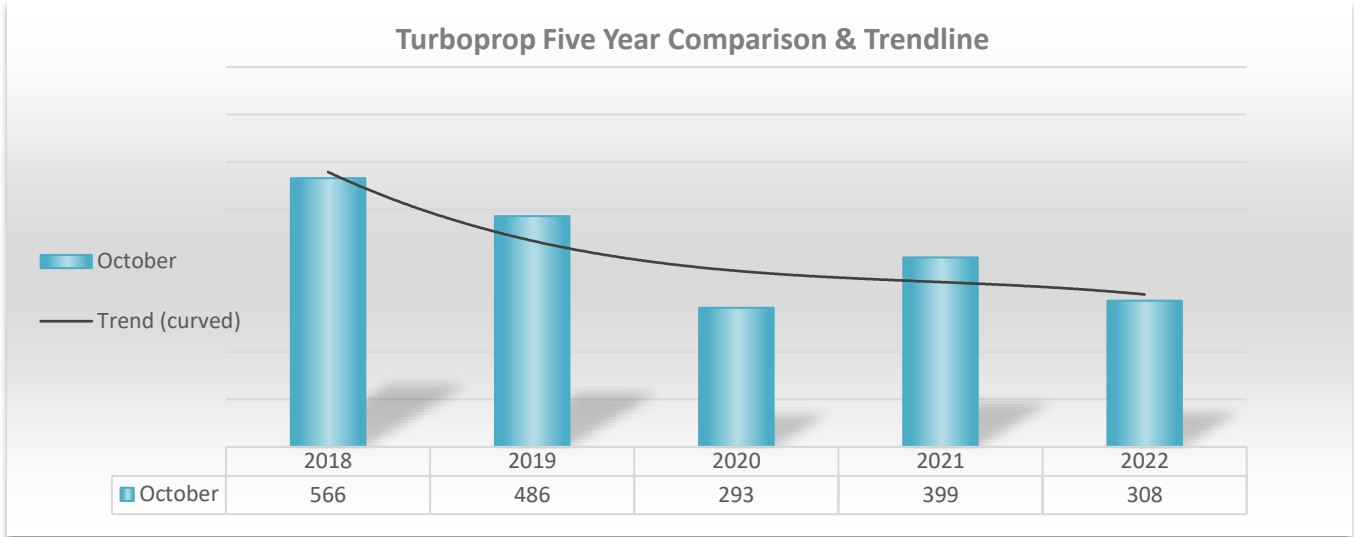
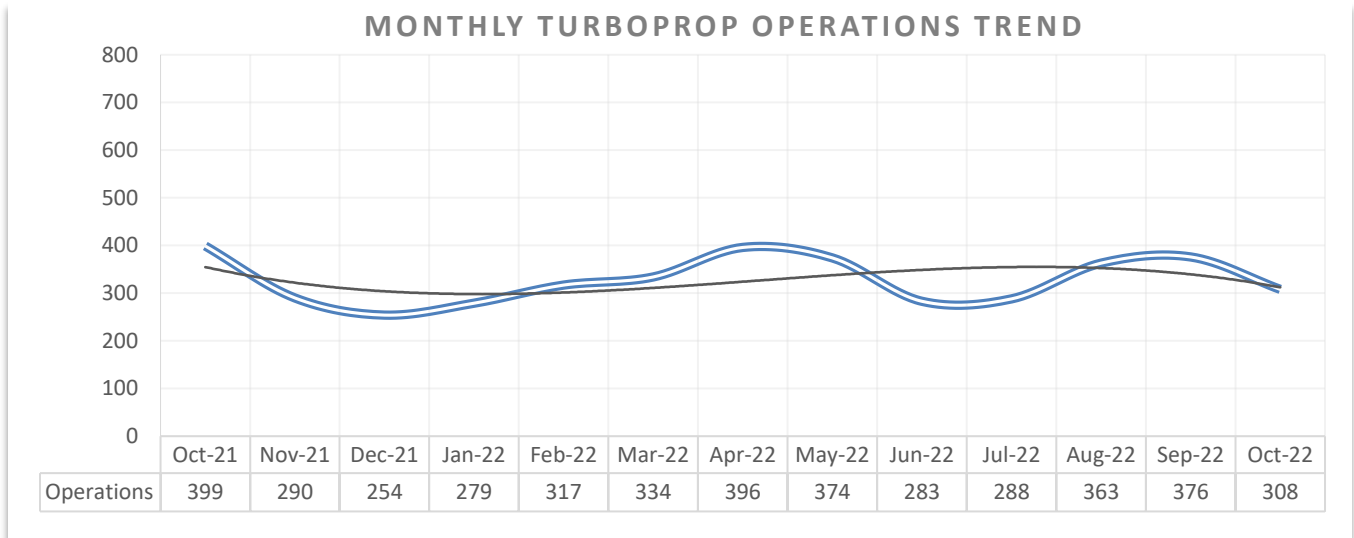
Piston-propeller Aircraft Operations

There were approximately 4,361 piston-propeller aircraft operations recorded, comprising approximately 85% of the total operations. Piston-propeller aircraft operations for October 2022 decreased 22% from the 5,616 piston-propeller aircraft operations recorded during October 2021.



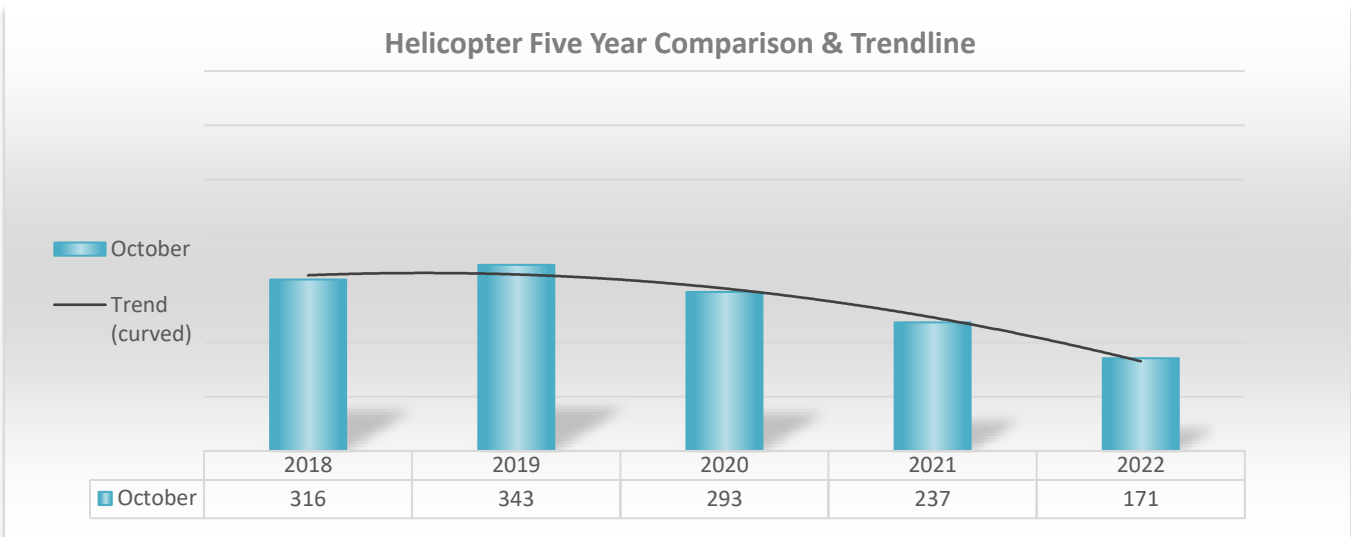
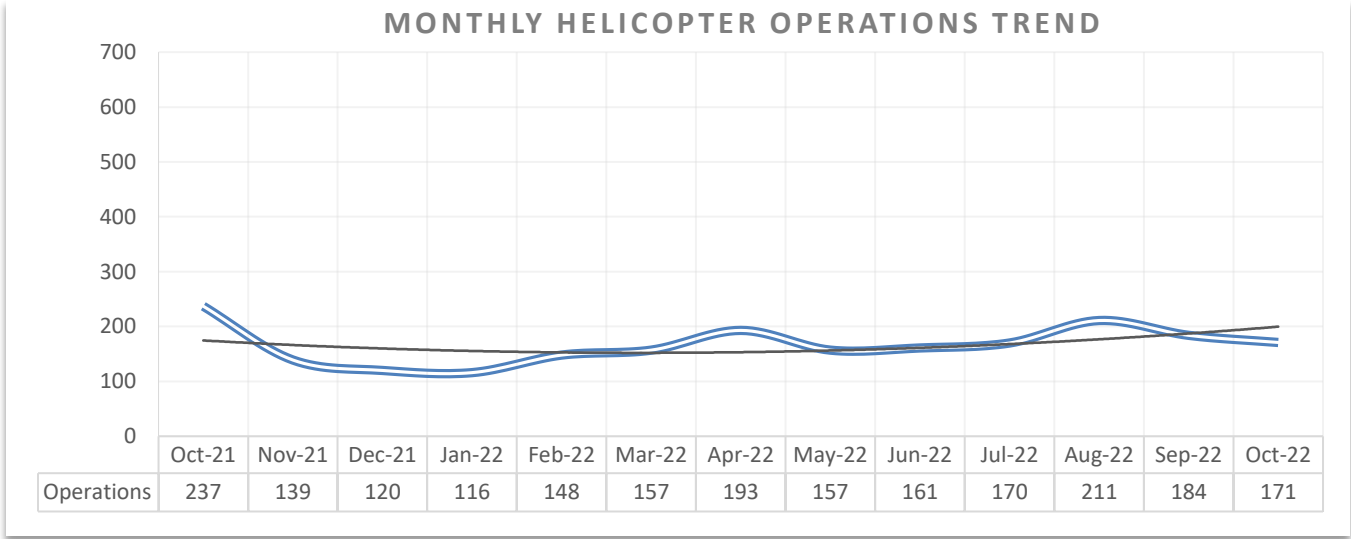
Turboprop Operations

The difference between a turboprop and piston-propeller aircraft is simply their engine type. Turboprops have one or more turbine engines, while piston-propeller aircraft have one or more reciprocating piston engines. Of the total monthly aircraft operations for October 2022, approximately 308 were by turboprop aircraft, comprising approximately 6% of the total operations. Turboprop aircraft operations decreased approximately 23% from the 399 operations recorded during October 2021.



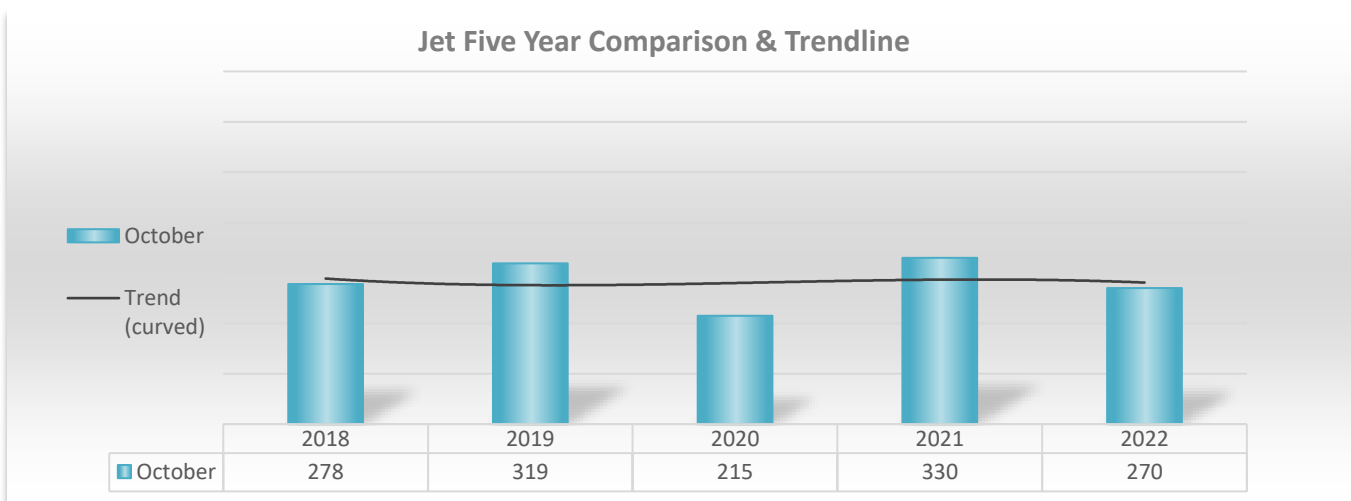
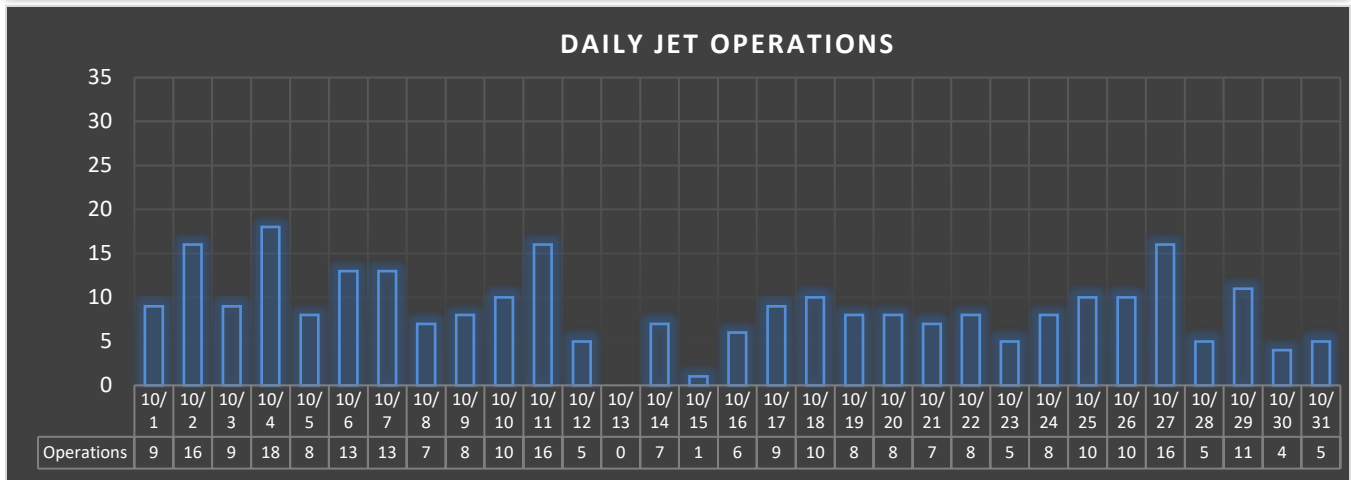
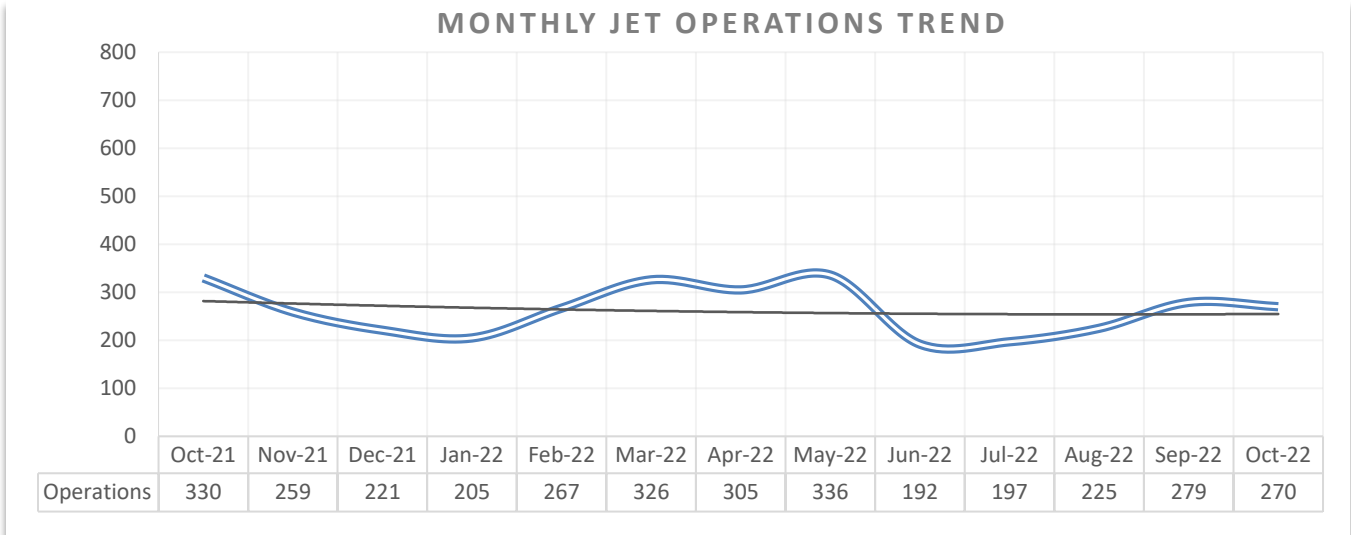
Helicopter Operations

Of the monthly aircraft operations for October 2022, approximately 171 operations are attributed to helicopters, comprising approximately 3% of the total operations. Helicopter operations during October 2022 decreased approximately 28% from the 237 helicopter operations recorded in October 2021.



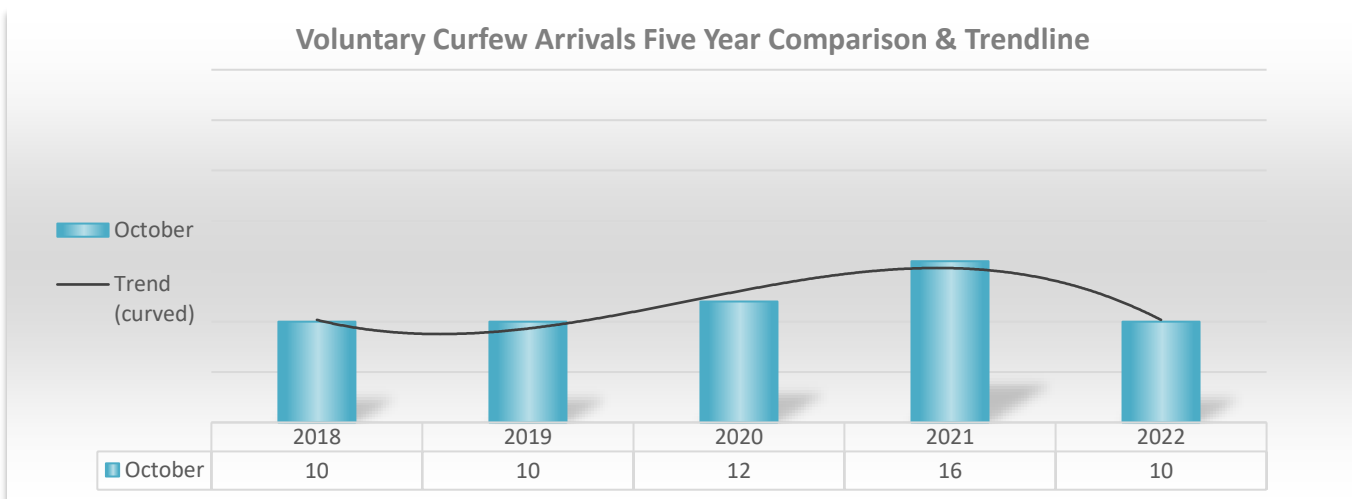
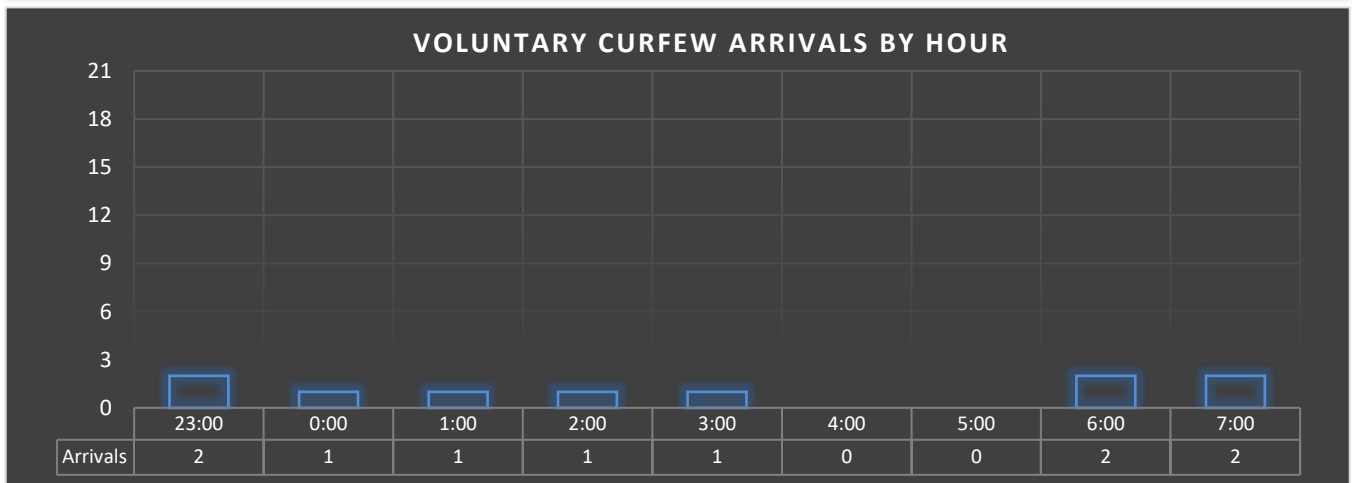
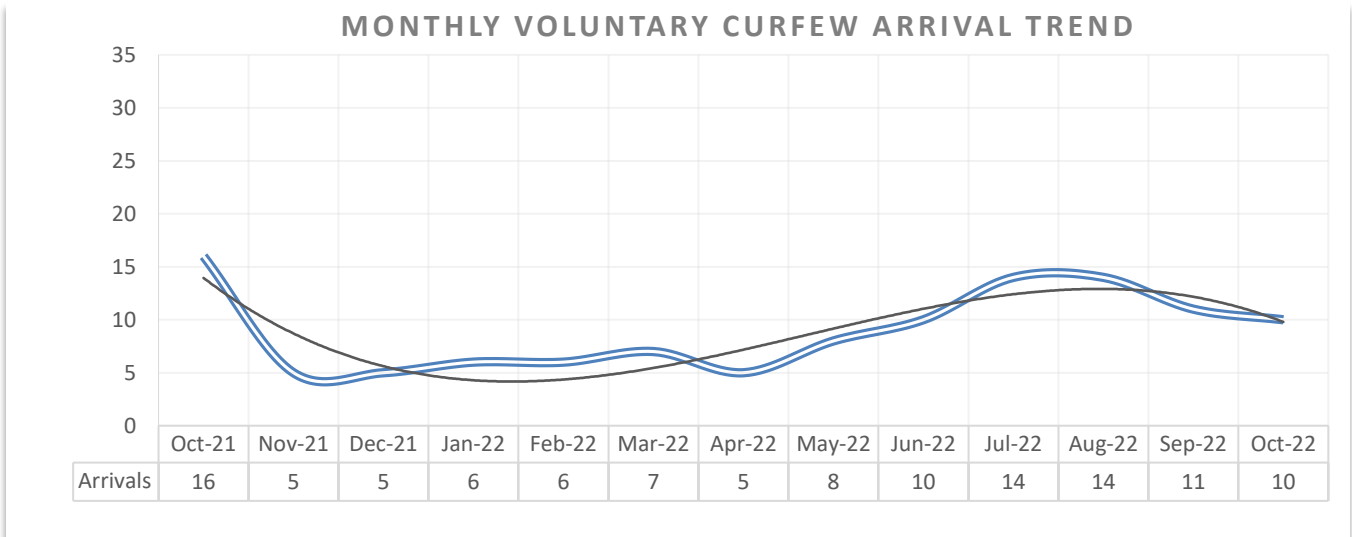
Jet Aircraft Operations

In October of 2022, there were approximately 270 jet operations recorded, encompassing approximately 5% of the total operations. Jet operations for October decreased 18% from the 330 jet aircraft operations recorded during October 2021. Daily jet operations vary significantly day over day. During the month of October 2022, jet aircraft averaged 9 operations per day. The bar graph below represents the monthly and daily operations for jet engine driven aircraft for the month of October 2022.



III. Voluntary Arrival Curfew

During the month of October 2022, Airport Staff logged a total of 10 aircraft arrivals during the Voluntary Arrival Curfew (VAC), which mirrors the mandatory departure curfew hours of 11:00 p.m. to 7:00 a.m. on weekdays, and 11:00 p.m. to 8:00 a.m. on weekends. The graph below depicts the number of arrivals for each VAC hour during the month of October 2022. For a listing of aircraft arrivals during the night hours, see Attachment B.



IV. Authorized Departures & Curfew Violations

The night departure curfew prohibits takeoffs or engine start-ups between 11 p.m. and 7 a.m. Monday through Friday, or until 8 a.m. on weekends. Exceptions are allowed for bona fide medical emergencies or public safety operations. During the month of October 2022, there was one authorized departure during curfew hours, and no curfew violations. For more details refer to Attachment C.

V. Deviations from Recommended VFR Noise Management Procedures

Santa Monica Airport requests that arriving and departing VFR aircraft follow certain flight patterns for Noise Management. Aircraft that are observed to be operating outside of the requested flight patterns are contacted and advised of the proper Noise Management procedures. During the month of October 2022 airport staff spent several hours analyzing aircraft adherence to the requested noise management procedures. Staff contacted those aircraft operators observed to be deviating from established VFR procedures, requesting compliance with the Airport’s Recommended Noise Management Procedures. Operators who deviated due to weather, traffic or given a mandatory instruction from Air Traffic Control are not contacted by staff.

VI. Noise Management Briefings

Many aircraft are capable of meeting the 95.0 dBA maximum SENEL limit with changes in pilot technique or aircraft operating weight. The goal of the Santa Monica Airport’s Noise Management Program is to communicate methods or techniques, which will lower aircraft noise levels, which in turn will minimize the impact of aircraft operations to the surrounding community.

VII. Noise Violations

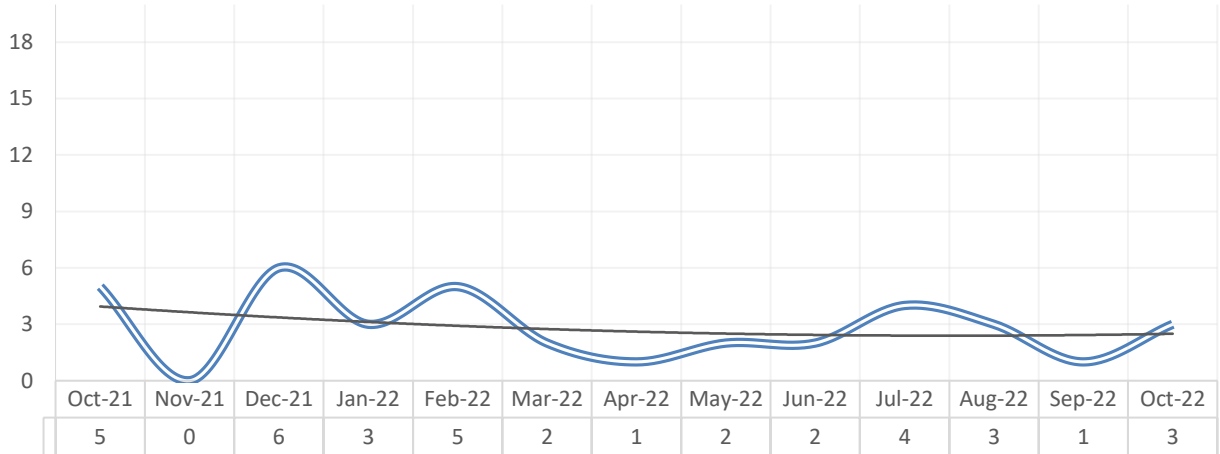
Santa Monica Airport enforces a maximum noise limit as approved by City Ordinance adopted in 1985. The Santa Monica Municipal Code section 10.04.04.060 states that “No aircraft shall exceed a Single Event Noise Exposure Level (SENEL) of 95.0 dBA as measured at the Airport Noise Measuring Stations existing on October 1, 1985.” The only Remote Monitoring Stations (RMS) that can be used for the enforcement of the 95.0 dBA SENEL are RMS 1 and RMS 2. These monitors are located approximately 2,200 feet from each end of the runway. See Attachment E for the location of RMS 1 & RMS 2 and Attachment F for the definition of SENEL.

A violation occurs when an aircraft exceeds 95.0 dBA SENEL. During the month of October 2022, there were 3 noise violations recorded which represents a 40% decrease from the 5 noise violations recorded during October 2021. A summary of noise violations for October 2022 is listed on attachment D. Of the 5,110 aircraft operations recorded during the month of October 2022, 99.9% of the operations were in compliance with Santa Monica Airport’s noise ordinance. The noise violations listed in the table below were registered at RMS sites 1 or 2 and do not include noise exceedances due to extraneous factors (loss of power, the need to avoid other aircraft, or unusual weather conditions); nor do they include exempt or medical emergency aircraft operations.

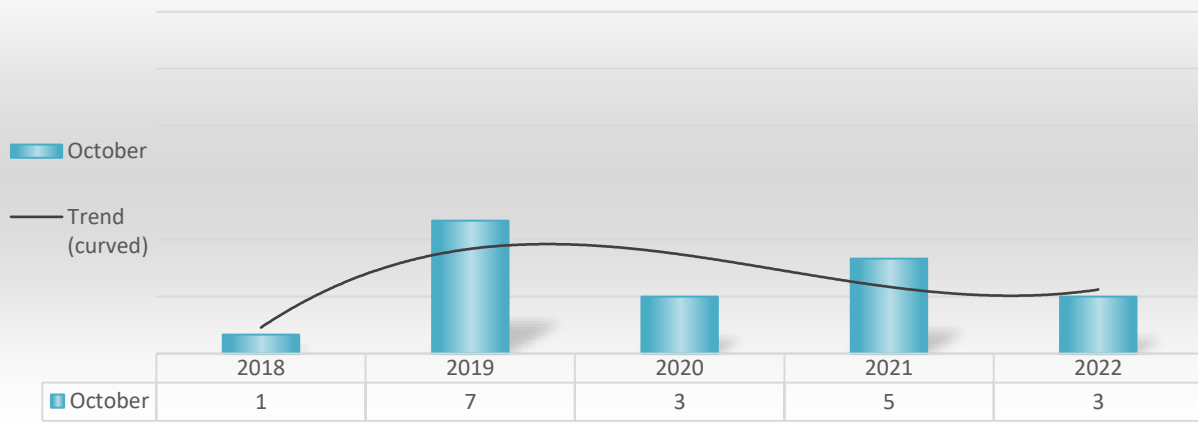
Violations Breakdown by Decibel Level

Aircraft & SENEL	95.1 to 95.9	96.0 to 96.9	97.0 to 97.9	98.0 to 98.9	99.0 to 99.9	100.0 to 104.9	105.0+	Total	%
Jet	1	0	0	0	0	0	0	1	33%
Propeller	0	1	0	1	0	0	0	2	67%
Helicopter	0	0	0	0	0	0	0	0	0%
Total:	1	0	0	1	0	0	0	3	
%	33%	0%	0%	33%	0%	0%	0%		100%

MONTHLY NOISE VIOLATIONS TREND



Noise Violations Three Year Comparison & Trendline

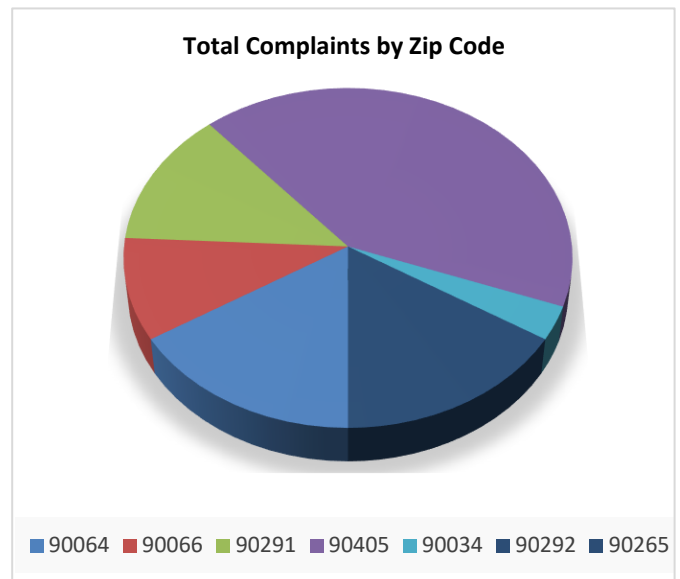
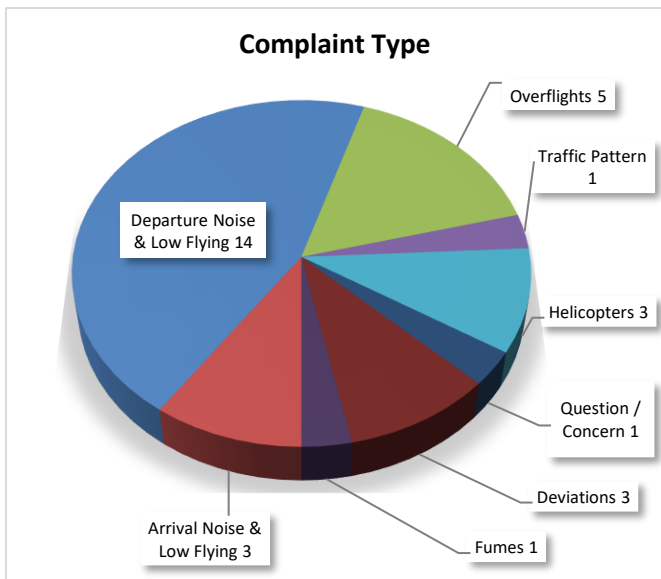
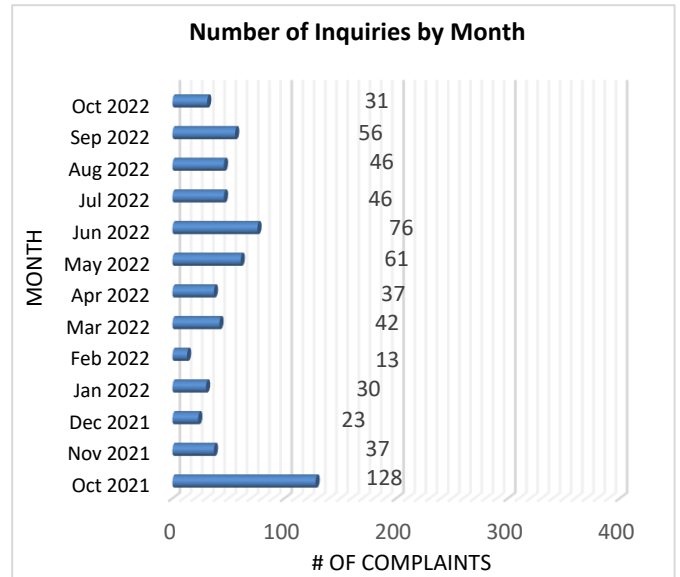
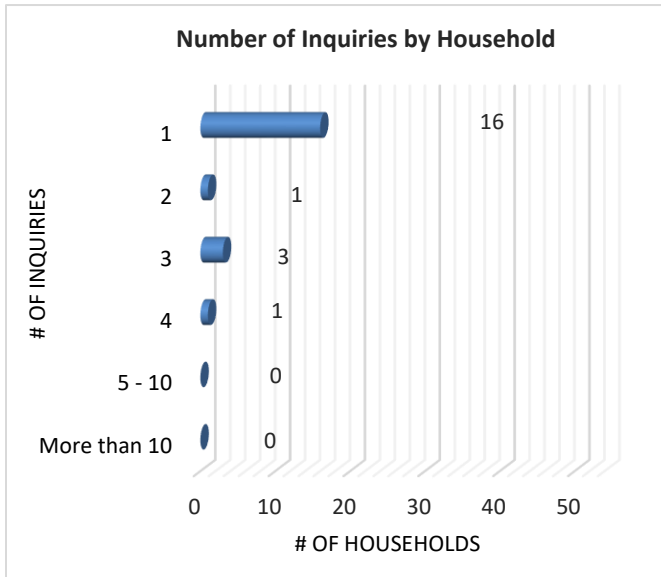


NOISE VIOLATIONS BY AIRCRAFT TYPE



VIII. Aircraft Related Inquiries

During the month of October 2022, 21 individual households logged a total of 31 reports about aircraft operations. These inquiries were investigated, and proper actions were taken in accordance with the Airport’s “Fly Neighborly Program” and the City of Santa Monica’s “Noise Code”. The following charts provide a breakdown of the inquiries noise management staff investigated during the month of October 2022.



ATTACHMENT A

AIRPORT TRAFFIC RECORD		FACILITY NAME		LOCATION		10 / 22		SMO		
Mail ORIGINAL of this form to Washington Office, APO-110, thru Regional Air Traffic Division.		Santa Monica ATCT		Santa Monica, California		(1-2) (3-4) MO. YR.		(5-9) LOC ID		
(10-1) FACILITY TYPE ("X" ONE) (11) APPROACH CONTROL TOWERS <div style="display: inline-block; vertical-align: middle; margin-left: 10px;"> <input type="checkbox"/> B. RADAR <input type="checkbox"/> C. LIMITED RADAR <input type="checkbox"/> D. NON-RADAR </div>		<input checked="" type="checkbox"/> E. VFR TOWER <input type="checkbox"/> G. CONTRACT TOWER (Continue on reverse)		FACILITY TYPE CHANGED (12) <input type="checkbox"/> YES		IF DAILY HOURS OF OPERATION HAVE CHANGED, ENTER NEW HOURS HRS. 10 THS 				
(also submit FAA Form 7230-26)								(77-78) (79)		
AIRPORT OPERATIONS COUNT										
	ITINERANT					LOCAL			TOTAL	SPECIAL
DAY (15-16)	AC (17-21)	AT (22-26)	GA (27-31)	MIL (32-36)	TOTAL ITINERANT	CIVIL (37-41)	MILITARY (42-46)	TOTAL LOCAL	OPERATIONS	USE (47-51)
1	0	11	123	0	134	74	0	74	208	208
2	0	17	136	0	153	89	0	89	242	450
3	0	16	115	0	131	73	0	73	204	654
4	0	24	109	0	133	37	0	37	170	824
5	0	16	65	0	81	0	0	0	81	905
6	0	16	83	0	99	0	0	0	99	1004
7	0	16	98	0	114	67	0	67	181	1185
8	0	7	57	0	64	2	0	2	66	1251
9	0	7	84	0	91	6	0	6	97	1348
10	0	7	93	0	100	93	0	93	193	1541
11	0	18	86	0	104	78	0	78	182	1723
12	0	10	37	10	57	18	0	18	75	1798
13	0	0	0	0	0	0	0	0	0	1798
14	0	10	26	0	36	9	5	14	50	1848
15	0	5	30	0	35	6	0	6	41	1889
16	0	13	135	0	148	98	0	98	246	2135
17	0	6	89	0	95	43	0	43	138	2273
18	0	10	101	0	111	84	0	84	195	2468
19	0	4	124	0	128	35	0	35	163	2631
20	0	4	124	0	128	73	0	73	201	2832
21	0	11	97	0	108	6	0	6	114	2946
22	0	11	90	0	101	86	0	86	187	3133
23	0	10	168	1	179	30	0	30	209	3342
24	0	4	100	0	104	109	0	109	213	3555
25	0	9	129	0	138	112	0	112	250	3805
26	0	12	128	0	140	65	2	67	207	4012
27	0	9	135	0	144	114	0	114	258	4270
28	0	8	153	0	161	66	0	66	227	4497
29	0	1	170	0	171	100	0	100	271	4768
30	0	5	143	0	148	43	0	43	191	4959
31	0	2	87	0	89	62	0	62	151	5110
TOTAL	0	299	3115	11	3425	1678	7	1685	5110	

ATTACHMENT A

THIS SIDE FOR USE BY VFR TOWERS ONLY (ALL Approach Control Terminals MUST use FAA Form 7230-26)					ALL VFR Towers recording Instrument Operations on this side MUST COMPLETE		/02 (1-2) (3-4) MO. YR.	SMO (5-9) LOC ID	ADP CONTROL 10-4
INSTRUMENT OPERATIONS							REMARKS		
DAY	AC	AT	GA	MILITARY	TOTAL (10 - E) (14 - 1)				
1	0	9	23	0	(16-19)	32			
2	0	10	26	0	(20-23)	36			
3	0	7	21	0	(24-27)	28			
4	0	16	23	0	(28-31)	39			
5	0	11	39	0	(32-35)	50			
6	0	14	67	0	(36-39)	81			
7	0	8	38	0	(40-43)	46			
8	0	5	20	0	(44-47)	25			
9	0	3	40	0	(48-51)	43			
10	0	7	35	0	(52-55)	42			
11	0	13	37	0	(56-59)	50			
12	0	5	15	0	(60-63)	20			
13	0	0	0	0	(64-67)	0			
14	0	5	17	0	(68-71)	22			
15	0	1	22	0	(72-75)	23			
16	0	9	23	0	(76-79)	32			
(14-2)									
17	0	6	10	0	(16-19)	16			
18	0	5	13	0	(20-23)	18			
19	0	4	25	0	(24-27)	29			
20	0	2	27	0	(28-31)	29			
21	0	10	29	0	(32-35)	39			
22	0	7	36	0	(36-39)	43			
23	0	6	17	0	(40-43)	23			
24	0	4	16	0	(44-47)	20			
25	0	5	25	0	(48-51)	30			
26	0	9	24	0	(52-55)	33			
27	0	13	33	0	(56-59)	46			
28	0	8	19	0	(60-63)	27			
29	0	0	22	0	(64-67)	22			
30	0	1	10	0	(68-71)	11			
31	0	0	16	0	(72-75)	16			
TOTAL	0	203	768	0		971			
	(17-21)	(22-26)	(27-31)	(32-36)					
FACILITY USE									

ATTACHMENT B
Registered Noise Levels for Night Arrivals
11 p.m. to 7 a.m. Weekdays
11 p.m. to 8 a.m. Weekends

DATE	TIME	NUMBER	TYPE	RWY	SENEL	RMS	COMPANY NAME	ENGINE
10/2/22	7:30	N25VL	S22T	21	79.9	2	VAN DER LINDEN VICTOR	P
10/2/22	7:44	N429QS	E55P	21	83.3	2	NETJETS SALES INC	J
10/3/22	3:24	N120LA	B412	21	93.2	2	LOS ANGELES FIRE DEPARTMENT	H
10/8/22	1:38	N635AT	DA40	21	82.4	2	BISMARCK AVIATION LLC	P
10/17/22	23:23	N5322P	C172	21	DNR	2	SKY PEAK AVIATION LLC	P
10/19/22	6:34	N224WA	PC24	21	84.9	2	VCPC12 LLC	J
10/20/22	0:35	N668PD	AS50	21	84.7	2	LOS ANGELES POLICE DEPARTMENT	H
10/22/22	2:24	N333YY	SR20	21	72.1	2	ZENTRAX INC	P
10/28/22	23:40	N315HP	S22T	3	87.8	1	N315HP LLC	P
10/31/22	6:49	N804DL	SR22	21	71.4	2	RAPP STEVEN B	P

ATTACHMENT C
(Authorized Departures & Curfew Violations)

Authorized Curfew Departures

DATE	TIME	NUMBER	TYPE	OPERATOR	RUNWAY
10/3/22	4:01	N120LA	B412	PUBLIC SAFETY	21

Curfew Violations

NONE

**ATTACHMENT D
(Aircraft Noise Violations)**

AIRCRAFT ENGINE CATEGORY LEGEND

(J) = Jet (P) = Piston-propeller
(T) = Turboprop (H) = Helicopter

DATE	TIME	NUMBER	TYPE	RWY	SENEL	RMS	COMPANY NAME	REASON	ENGINE
10/22/22	13:40	N244Q	PC24	21	95.4	1	CUTTER FLIGHT MANAGEMENT INC	WARNING	J
10/26/22	17:24	N976DR	BKUT	21	96.2	2	N976DR LLC	\$10,000	P
10/29/22	15:01	N61266	C180	21	98.5	1	RUDY AND SYLVIA AIRWAYS LLC	WARNING	P

Unenforceable Noise Events

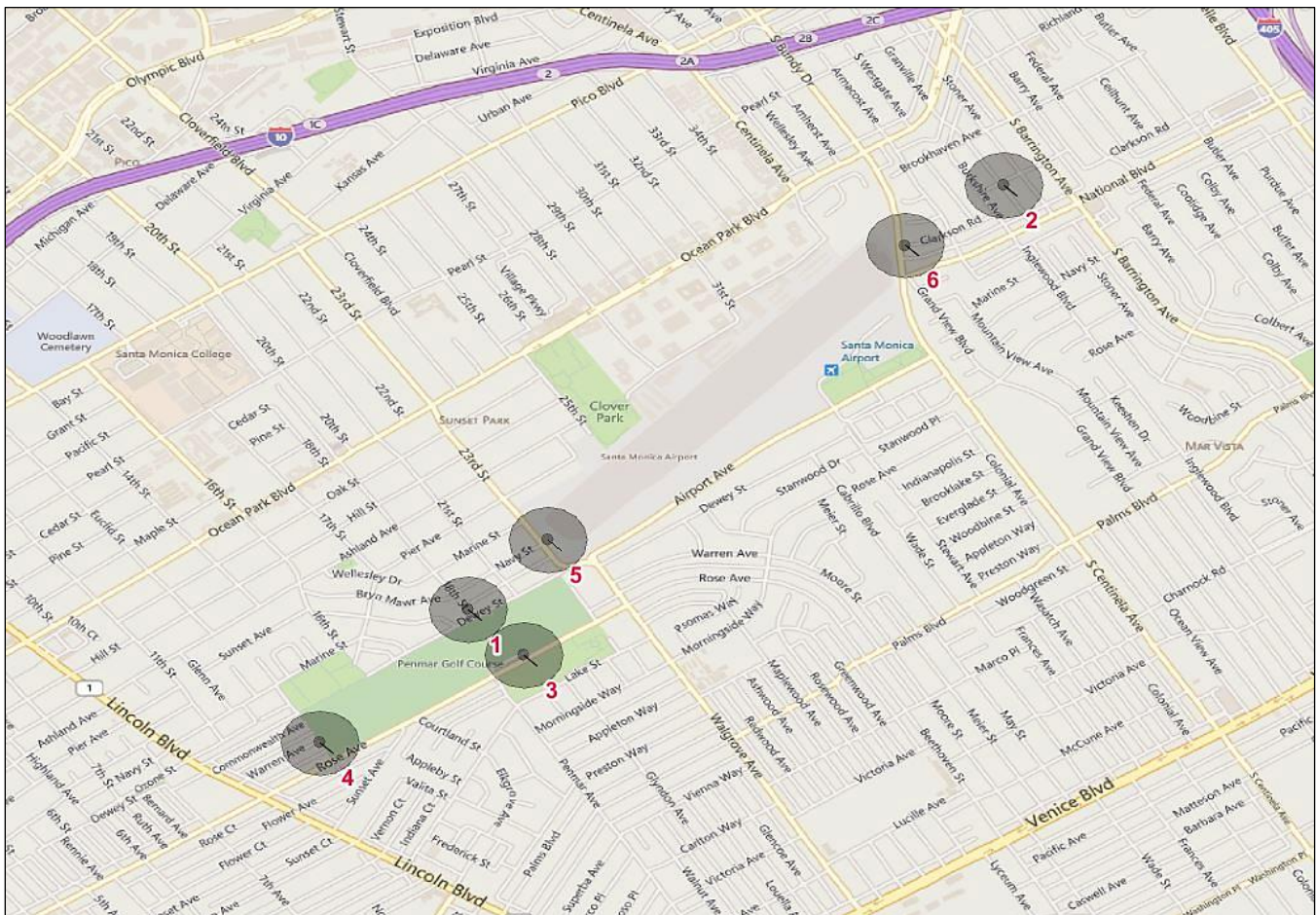
DATE	TIME	NUMBER	TYPE	RWY	SENEL	RMS	COMPANY NAME	REASON
10/9/22	16:05	HMX1	V22	21	109.1	2	U.S. MARINES	MILITARY
10/9/22	16:15	HMX1	V22	21	101	1	U.S. MARINES	MILITARY
10/12/22	17:05	HMX1	V22	21	104.9	2	U.S. MARINES	MILITARY
10/14/22	12:35	HMX1	V22	21	106.5	2	U.S. MARINES	MILITARY
10/14/22	13:45	HMX1	V22	21	101.2	1	U.S. MARINES	MILITARY

Appeals

DATE	TIME	NUMBER	TYPE	RWY	SENEL	RMS	COMPANY NAME	OUTCOME	ENGINE
10/11/22	8:20	N353DS	BE58	21	95.1	1	DAVID NOSRATI	DISMISSED	P

ATTACHMENT E Location of Remote Noise Monitoring Stations (RMS)

- RMS – 1** 18th Street, Between Dewey Street & Navy Street, Santa Monica
- RMS – 2** Sardis Street and Granville Street, West Los Angeles
- RMS – 3** Penmar Golf Course, 1233 Rose Avenue, Venice
- RMS – 4** West-end of Penmar Golf Course on Warren Avenue, Venice
- RMS – 5** 23rd Street & Navy Street, Santa Monica
- RMS – 6** Bundy Ave & Clarkson Road/Ct, West Los Angeles



Note: ONLY Remote Monitoring Stations 1 & 2 are used for the Enforcement of the 95.0 dBA Single Event Noise Exposure Level (SENEL) maximum allowable noise level.

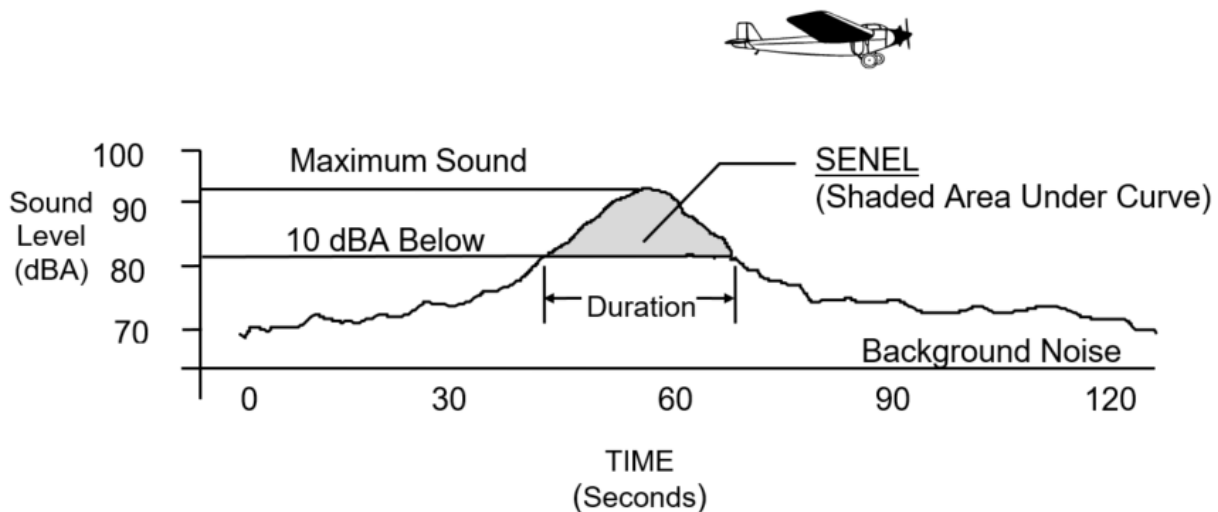
ATTACHMENT F (Single Event Noise Exposure Level)

Definition of Single Event Noise Exposure Level (SENEL)

As a result of an agreement between the City of Santa Monica and the FAA, an Airport Ordinance was established setting a maximum noise level of 95.0 dBA Single Event Noise Exposure Level (SENEL) measured at noise monitor sites 2,200 feet from each end of the runway.

As an aircraft approaches each noise monitor, the sound of the aircraft begins to rise above the threshold level. The closer the aircraft gets, the louder it is until the aircraft is at its closest point directly overhead. As the aircraft passes, the noise level decreases until the sound settles below the threshold level. Such a history of a flyover is plotted in the graph below. The highest noise level reached during the flyover is called the “Maximum Noise Level”, or LMax. Referring to the same graph, the area within 10 dB of the LMax is the area from which the SENEL is computed. This metric takes into account the maximum noise level and the duration of the event. The SENEL value is always higher than the LMax value for aircraft events.

Single Event Noise Exposure Level (SENEL)



A-WEIGHTED SOUND LEVEL (dBA) – The sound pressure level in decibels as measured on a sound level meter using the A-Weighted filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear. It is a numerical method of rating human judgment of loudness.